

GALT TRAFFIC!



OCTOBER 1997

TIME CHANGE / OCTOBER HOURS

October 1 - 25: 8:00 AM - 6:00 PM *C.D.T*
After October 26: 8:00 AM - 5:00 PM *C.S.T.*

YOUNG EAGLES / FLYING START / PIG ROASTS AND MORE

Local EAA Chapter 932 has done a lot of experimenting this year in an effort to become a more socially and service oriented club. We've learned a lot, gained some confidence, and are ready to begin planning our 1998 calendar. We'd like to do several "Flying Start" seminars and "Young Eagle Rallies" in '98. The Pig Roast went over well; costs are too high to make it a good fund raiser, but if there's enough interest we might do it again just for a social event. Bret Derby's "Bomb Drop" was great fun and we'd like to do that again combined with some sort of picnic.

Our next meeting is Oct. 11 at 10:00 AM at the Chapter Hangar. Afterwards, we fly out or drive out for lunch, depending on the weather. Why not drop by and offer your suggestions. Guests are always welcome with no obligation. If you can't make it, pass your ideas on to any EAA 932 member or Galt Flying Service staffer.

EVER DREAM OF FLYING A B-17 -- OR KNOW SOMEONE WHO HAS?

What an opportunity, or, what a fantastic gift! A flight in the EAA B-17, "Aluminum Overcast", which includes left seat time! Also, an 8X10 photo of you at the controls, B-17 Historical Society membership and nylon flight jacket with a 57,000 stitch embroidery of the Foundation's B-17 on the back... and more.

The EAA 932 sponsored B-17 flight will depart Aurora (ARR) on either Oct. 18 or 19, (to be finalized). The 1 hour 30 minute flight costs \$550, (\$250 of which is tax deductible). You need not be a veteran, or even a pilot, but you must be an EAA member. If interested in this once in a lifetime opportunity, call John Wise at 815-653-3966 before October 10.

ART GALT

Having talked about the Galt Staff in the last three issues, it's now time to talk about the man who needs no introduction to most 'ten-cee' regulars, Art Galt.

Art, a young 85, was born in Evanston, IL. on April 9, 1912. He received his law degree before WW II and practiced in his father's firm for a time. Art was a member of the elite "Black Horse Troop" of the Illinois National Guard 106th Cavalry and when the U.S. entered the war, Art's outfit was activated. He was among the last of the mounted Cavalry which soon abandoned horses for tanks and other motorized vehicles. Art went to war a PFC and came home a Captain -- he got his commission the hard way!

Art returned from Europe a man changed by his wartime experiences and, in 1949, decided to abandon the practice of law, marry Vera Chizek Davis and move with her and her three children to the farm on Greenwood Road that became Galt Airport.

Art got into aviation in the early '50s. To avoid the long drive on the then two lane Highway 51 to northern Wisconsin where he and Vera loved to camp and fish, Art hired a pilot and four place plane to fly them there. He got hooked on flying, began taking lessons and soon bought his first plane, a J-3 Cub. It wasn't long before another pilot and aircraft owner, seeing Art's Cub and landing strip, asked if he could keep his plane there at Art's farm, too. Little by little, Art's strip became Galt Airport.

As the plane population grew, Art and Vera's farmhouse kitchen became the week-end hangout for the expanding gang of Galt regulars. Art's sideline was becoming a business and it was soon time to build. The first building was a hangar on the north side of the east-west runway. This became the shop and maintenance hangar and was used as such until it burned in 1984. The office, restaurant and lounge building, with it's attached row of hangars, was built next; and the parallel rows of pole-shed hangars followed one at a time. The east-west grass runway was excavated and paved in several stages. Art installed the runway lights himself. The beacon came

continued

from DPA. It had been the first beacon on the lighted airway from MDW to MSP. (Another survivor is the one from Boscobel, Wi., now at Pioneer Airport in OSH). Art said, "I had to make the silo 15' higher to get it above the trees, but I picked up a lot of silage storage capacity, too".

After the first building (north of runway 9-27) burned, maintenance moved to it's present location, which was at one time the paint shop.

1992 was a tragic year for Art. Oldest son Charles died in June, and his beloved "Butchie", Vera, passed away in September.

His daughters, Barbara and Joan, live in Hawaii and Crystal Lake, respectively. Art and Vera also raised a boy and girl, refugees from Germany who he met while stationed there. Art said, "We weren't allowed to talk to any German adults, (during the occupation), so we talked to the kids. That's how I got to know 'em".

There are many interesting stories at Galt, and Art is in just about every day to tell them, if you're interested. He's easily accessible to everyone, from the greenest newcomer to the crustiest old 'veteran'. Art has owned several planes and he's flown them from Point Barrow to South America--he's got a lot of good flying stories, too. Art loves kids and he's always happy to take a group of youngsters on a tour of the airport.

The history of Galt Airport, and some of its principals, is the subject of a most readable book by Laurence Gonzales, *One Zero Charlie, Adventures in Grass Roots Aviation*, (Simon & Schuster, 1992, \$20.00), which is available in the office. It's must reading for anyone with even a passing interest in Galt. For a more in-depth biography of Art by the same author, read *The Hero's Apprentice*, (The University of Arkansas Press, 1994).

Art is Galt Airport and Galt Airport is Art. If you haven't met him, do so soon.

WELCOME ABOARD!

Dave Portera, CFII; MEI, has joined the flight instruction staff. Dave is single and a native Chicagoan and Indiana State Grad. He majored in and is seeking a career in Aviation.

Brian Kelly of McHenry is the newest addition to the line service crew. Brian is a junior at Marian Central. He's an Eagle Scout and is just waiting 'til he turns seventeen in February to take the Private Pilot check ride.

FIRST SOLO / NEW RATINGS

Congratulations to our four new 'soloists'- Phil Carlisle, 8/28; Tom Solar, 9/13; Dave Eiselt, 9/18; and Joan Bassak, 9/22 - they now know exactly what it is to be in sole control of ones destiny.

Congratulations also to new Private Pilots Dan Hibbeier and Randy Deal and to Chris Noskiewicz who received his multi-engine rating.

JOIN NOW: AOPA 1-800-USA-AOPA

JOIN NOW: EAA 1-800-JOIN EAA

OCTOBER CALENDAR

Fly-ins and outs & \$100 Pancakes

NOTE: Most events include more than just a fly-in breakfast. Call ahead for details

Oct 4 Negaunee, MI (MQT) 906-485-5224

Pasty Fly-In Know what a Pasty is? Ask a miner.

Oct 4 Sturgeon Bay, WI (SUE) 414-743-6082

Fall colors Fly-In Breakfast

Oct 5 Lostant, IL (IS56) 815-882-2371

Fly-In Breakfast

Oct 5 Tomah, WI (772) 608-372-3125

Fly-In Breakfast, RC Models & more

Oct 8-12 Wichita, KS (ICT) 316-945-6913

Amer. Bonanza Society Convention

Oct 9-12 Mesa, AZ 602-827-4700 Ext. 3024

26th Annual Copperstate Regional EAA Fly-In

Oct 10-12 Wilmington, DE (ILG) 302-738-3077

EAA East Coast Regional Fly-In

Oct 11 Canton, IL (CTK) 309-245-4777

Fly-In Breakfast Buffet

Oct 11 Chicago Meigs (CGX) 847-733-0699

2nd Annual Friends of Meigs Fly-In

Oct 11 Racine, WI (RAC) 414-637-4338

Young Eagles Flight Rally

Oct 18-19 Canton, IL (CTK) 309-647-6976

Fall Colors Fly-In and Wiener Roast

Oct 19 Noblesville, IN 317-773-8839

EAA Chapt. 67 Hog Roast

Oct 23-25 Orlando, FL 301-695-2000

AOPA Convention, 'Expo '97'

Oct 26 Aurora, IL (ARR) 630-466-4193

Young Eagles Flight Rally

The calendar gets a little skinny after October. Why not take advantage of this beautiful fall month and 'do a Fly-In' before Old Man Winter arrives?

ccccccccc